

State Highway Projects \$1 Million to \$5 Million

Craigmont Business Loop, US-95B/SH-62

FY22 D3 Bridge Repairs (Various)

I-86 Pavement Preservation, Power County

US-95, Pine Creek (Cambridge) Bridge Replacement

FY21 D1 Bridge Repairs

US-93, Blue Lakes Blvd; Poleline Road to Perrine Bridge

ITD/AGC Annual Excellence in Construction Partnering Awards - 2022 Nomination Form -

Contract Number/Route/Milepost:	Construction Engineer:
Contract #8740/US-95B&SH-62/271.78-273.55, 0.02-0.37	Luke Johnson
Project Name:	Date Project Started:
Craigmont Business Loop	August 2, 2022
Contractor Name:	Date Project Completed if applicable:
Poe Asphalt	October 4, 2022 Substantial Completion
Email:	Phone #:
Luke.Johnson@itd.idaho.gov	208-799-4249

	Email: Luke.Johnson@itd.idaho.gov	Phone #: 208-799-4249			
1.	old the Contractor/ITD team participate in a Partnership Workshop or informal partnering?				
2.	2. Category of Award (select one):				
Sta	State Highway Projects (select size):				
	☐ Projects less than \$1 million				
	Projects \$1 million - \$5 million				
	☐ Projects \$5 million - \$10 million				
	☐ Projects greater than \$10 million				
Local Road Projects (select size):					
	Projects less than \$3 million				
	☐ Projects greater than \$3 million				

3. Application:

Please provide an overview of the project explaining scope of work, cost, and schedule. Please also provide examples of how the project achieved each of the following six criteria:

- (1) Safety First
- (2) Customer-Focused Results
- (3) Innovative Problem Solving
- (4) Overcoming Extraordinary Challenge
- (5) Effective Contract Administration
- (6) Timely Completion of Project

Project Overview (5,000 characters or less):

The CRAIGMONT BUSINESS LOOP project was located on US Highway 95B from mile points 271.78 to 273.55 and State Highway 62 from mile points 0.02 to 0.37. Most sections of this road consist of two lanes and parking through the City of Craigmont. The north end of the project leaving town and connecting back to US-95 consisted of two lanes and an additional passing lane. The scope of the project was to do full-width pavement resurfacing. This was accomplished by performing pavement milling, full depth crack repairs, soft spot repairs, and constructing HMA overlays. In addition, there was concrete rail removal, ADA ramps, cleaning existing culverts, and replacing/installing culverts. ITD and Poe Asphalt also collaborated mid-project to adjust grade and improve a poor drainage area of the project under an existing railroad overpass. The existing grade did not allow water to drain from under the structure and was a major concern for both State maintenance and the City of Craigmont. Through some additional survey and grading, the vertical grade was adjusted where water would no longer pool under the structure but instead flow to two nearby drop inlets. This joint effort was a high point in the project for all parties and stakeholders involved.

The bid for this project was awarded at \$2,478,174.60. Construction was completed within budget.

The project began on August 8th, 2022 and was scheduled to be completed in 40 working days. An additional 3 days were added via change order for additional milling and paving for city approaches connecting to US-95B and SH-62. Continuous progress with minimal weather delays led to substantial completion being achieved on October 4th, 2022 and a total of 42 working days were used.

Another key to the success of this project was communication with the City of Craigmont, residents, and local business owners. Before construction began, project information was given to all residents and businesses adjacent to US-95B or SH-62. Weekly on-site meetings were held at City Hall to allow residents a chance for questions and get an update on the proceeding week's work and impacts. ITD and Poe Asphalt project staff worked together, with traffic control personnel, to accommodate and safely direct increased trucking traffic and farm equipment as construction continued into harvest season.

Through partnering efforts and effective communication this project was successful at improving the safety and longevity of the State's highway system. As well as providing roadway and drainage improvements through the City of Craigmont.

Safety First (1,000 characters or less):

Safety was an area of emphasis in all aspects of this project. Three elements particularly demonstrated successful safety-first importance both in project deliverables and construction operations.

First, communication and collaboration between all project personnel was necessary to safely conduct construction operations while directing the public through the work zone during harvest season and the start of the school year. This meant, at times, one-on-one direction between project personnel and truck drivers, children, or other community members to safely navigate them through the project. Project staff also communicated with the Lewis County Sherriff's Department to frequently patrol the project limits ensuring safe travel behavior was enforced around and through the construction.

One of the most notable safety improvements to the City and project staff was fixing the drainage under the railroad overpass. Before construction, poor grading caused pooling of water under the railroad structure instead of draining to the nearby drop inlets. This excess water caused degradation and potholing of the pavement as well as freeze over in the winter causing icy road conditions. To solve this problem, ITD started by taking additional survey data under the structure. Then using the survey data, new grade elevations were produced for the Contractor to maximize the grade towards the drop inlets while still maintaining the overhead clearance requirements for the structure. The Contractor then was able to take the new elevations and, between the milling and paving operations, field fit the new grade in this section of the project.

Lastly, all the ADA ramps within the project limits were updated to compliance. These ramps were last addressed in 1993. Being outdated and grossly out of compliance updating to meet ADA standards improved their safety and effectiveness.

Customer-Focused Results (1,000 characters or less):

Constructing this project through the City of Craigmont, customer-focused results were important for both ITD and the Contractor. ITD started customer focus early in the design stage by meeting with the City's public works director and mayor to discus plans and the scope of the project. They kept city officials involved throughout the design process, bidding, and award of the contract.

Moving into the construction phase, ITD's project staff went door to door throughout the project limits and handed out project informational flyers. This informed residents and businesses of what they could expect during construction and how to contact either construction party for questions or concerns. Once construction began, the Contractor held weekly meetings at Craigmont City Hall. These meetings were open to the public and city officials. This allowed those interested to get an update on the upcoming weeks schedule, ask questions, or express any concerns. The construction staff and traffic control also worked with businesses along Main Street (US-95B) to mitigate impacts of the construction operations making sure they were still as accessible as possible.

A few project specific areas of customer focus were the ADA ramps, utility adjustments, and most importantly to the City, the grading under the railroad structure discussed earlier. During the ADA ramp construction, there were multiple possible ramp types that would meet ADA requirements. Meetings took place between various ITD staff, the contractor PM, and city officials to discuss what ramp types would work best with the existing layout and for future developments by the City. This was an area where Poe Asphalt and their subcontractor took on some additional work to not only meet the contract requirements of updating ramps to ADA standards but ensure the highest quality product was delivered for the City.

Innovative Problem Solving (1,000 characters or less):

The biggest example of innovative problem solving was in fixing the grade and drainage under the railroad structure. An accelerated design process and concerns with overhead clearance left too many unknowns to address the drainage with the initial scope of this project. When the City emphasized that this area was their greatest concern with the road, all parties agreed to make improving the drainage an important deliverable of the project. ITD worked with the Contractor's PM to discuss and identify the best solution for this problem. Additional survey shots showed water was pooling under the structure because of a wave in the grade but that there was an additional 0.25' of grade adjustment possible before we reached our minimum overhead clearance. A model was developed to illustrate the maximum grade adjustment while maintaining the required overhead clearance. While this worked on paper, the grade still needed to be addressed in the field. After discussing how to best provide the information, the Contractor requested that elevations of the final surface be provided. The field personnel could then calculate the milling and paving dimensions from those elevations. Poe's grading foreman and ITD's lead inspector worked together to layout and string-line the new grade in preparation for milling. Variable milling and paving depths successfully adjusted the surface to the new grade while maintaining a 2% crown. After paving each lane, the surface was flooded putting the new grade to the test. Both lanes of travel were successfully adjusted to allow the once pooled water to drain properly to the nearby drop inlets.

Overcoming Extraordinary Challenge (1,000 characters or less):

Coordinating traffic control of the in-town work during harvest season and the start of school proved to be one of the more challenging aspects of this project. Farming equipment, heavy truck traffic and lots of pedestrian travel made the importance of safety and all aspects of traffic control more challenging. To ensure safety in the work zone, and for the public, both ITD and Poe Asphalt personnel worked together with the traffic control subcontractor to safely navigate traffic through or around the site. Some examples of this would be, navigating pedestrians around the ADA ramp work to have a safe path towards school, directing grain trucks to the proper exits of the business loop, or maintaining access to the lone gas station in town for all the farming equipment and the traveling public. By effective communication and partnering together in this effort, the project was completed with zero incidents and minimal complications.

Effective Contract Administration (1,000 characters or less):

This project, like every project, did have its highs and lows. However, contract administration was conducted effectively to resolve conflicts quickly and keep construction moving forward. When conflicts arose, both parties continued work while openly discussing and resolving these topics on the side as to minimize their impact to the projects progress. By intentionally not letting conflicts impact construction progress, work was completed ahead of schedule and within budget

A total of 7 change orders were added to the contract to address contract discrepancies, add needed work, and improve the overall project. Change orders were requested by both parties at times. The process, communication and execution of these change orders was streamlined to deliver efficient changes to the project.

To ensure timely submission of paperwork and acceptance of material, the Department shared its Materials Acceptance Plan with the Contractor. By doing this, the Contractor had the same information ITD project staff would be using to ensure material acceptance. This streamlined the process and eliminated some of the typical back and forth seen on the paperwork side of material acceptance.

Timely Completion of Project (1,000 characters or less):

As mentioned above, an emphasis was made to resolve conflicts in a way that least impacted project completion. The original contract allowed for 40 working days to complete the project. Change order #2 added an additional 3 days for necessary milling and paving for city approaches connecting to US-95B and SH-62. The Contractor's was able to complete the majority of work in 29 working days. There was then a contractual 10-day gap between coats of pavement markings. The Contractor made use of this time by completing punch list work. Substantial completion was achieved on October 4th at a total of 42 working days.

Luke Johnson

ITD Applicant or Local Agency Contact Name

Digitally signed by Luke Johnson Date: 2022.11.01 08:20:08-07'00'

ITD or Local Agency Applicant Signature

Jeremy Walkup

Digitally signed by Jeremy Walkup Date: 2022.11.02 15:08:00 -07'00'

Contractor Applicant Signature

A valid application package should include a completed and submitted nomination form, 3-5 photos emailed to ITDCommunication@itd.idaho.gov with contract number and project name in the subject line, all received by **November 4, 2022.**

Please contact ITDCommunication@itd.idaho.gov with application questions

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ITD/AGC Annual Excellence in Construction Partnering Awards - 2022 Nomination Form -

Contract Number/Route/Milepost:	Construction Engineer:
8742 / I-84 / MP 3.21 - 89.76	Shawna King, P.E.
Project Name:	Date Project Started:
FY22 D3 Bridge Repair	July 6, 2022
Contractor Name:	Date Project Completed if applicable:
American Civil Constructors, West Coast LLC	October 1, 2022
Email: shawna.king@itd.idaho.gov	Phone #: 208-459-7420

	Email:	Phone #:			
	shawna.king@itd.idaho.gov	208-459-7420			
1.	Did the Contractor/ITD team participate in a Partnership Workshop or informal partnering?				
2.	2. Category of Award (select one):				
Sta	ate Highway Projects (select size):				
	Projects less than \$1 million				
	Projects \$1 million - \$5 million				
	Projects \$5 million - \$10 million				
	Projects greater than \$10 million				
Local Road Projects (select size):					
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Project Overview (5,000 characters or less):

The project sought to extend the life of 18 bridges throughout the District 3 region, many of which were constructed in the early to mid-1960's when the interstate was built. Most of these were in decent condition needing only epoxy or polyester overlays, however, several required significant restorations of the roadway surface. The most critical bridge, Ridenbaugh Canal, is a short bridge spanning approximately 30 feet of I-84, however it is on the busiest section of roadway in Idaho which sees upwards of 160,000 vehicles per day. Until a recent emergency repair by ITD forces patched the deck, this bridge had exposed rebar Prior to construction it was clear that significant patching of the deck was required, however, there were numerous older repairs to the deck for which ITD's Bridge section did not have detailed records.

Because of the critical need to repair the Ridenbaugh Canal bridge, while at the same time, minimizing disruption to the traveling public, materials were sought which could be placed quickly and achieve strength quickly. ITD Bridge decided that a good candidate for the product was Hybrid Composite Synthetic Concrete (HCSC), manufactured by Kwik Bond Polymers. HCSC claims to be able to be placed in a variety of temperatures ranging from 30 to 100 Degrees F and once placed, able to have traffic traveling on the surface within 4 hours.

The project was expected to cost \$3.4 Million and be completed within 58 working days. Work began on July 22, 2022 and substantial completion was reached on October 1, 2022, a total of 50 working days. The final estimated cost is \$3.57 Million.

Safety First (1,000 characters or less):

Many of the bridges on the project are located on I-84 which requires at least one lane open to traffic in each direction. This meant that work occurred adjacent to live traffic. By requiring all work within I-84 to be performed at night under very strict time limits, lower traffic volumes had to be contended with. Speed limits were reduced through the construction zone. To encourage drivers to slow down, speed feedback signs were placed in advance of the work at rural bridge locations. No major accidents occurred within the work zone.

Customer-Focused Results (1,000 characters or less):

Because of the uncertainty of the repairs needed at the Ridenbaugh Canal bridge as well as a 30-day delivery window needed to obtain additional HCSC product, ITD HQ Bridge estimated on the high side of the quantity and required that the full estimated amount be produced and onsite prior to beginning the work. However, once construction was complete, it was clear that a significant amount of product was left. The specially produced HCSC could not be returned without significant cost to ITD, however, due to the highly technical requirements for mixing and placing, the Contractor was the ideal one to install. Several broken concrete panels near M.P. 17 on I-84 had caused persistent long-term problems. HCSC with its high early strength and quick cure times promised to be a great solution. ITD's Bridge, Maintenance and the Contractor agreed to the work and four cracked and sunken concrete panels were quickly replaced with almost no impacts to the traveling public.

Innovative Problem Solving (1,000 characters or less):

As work progressed on the Ridenbaugh Canal bridge, ITD's D3 Maintenance asked if they might be able to "piggyback" some work to repair damaged concrete roadway panels just east of the bridge by making use of the project's traffic control setup. These panels had been damaged when a large accident occurred at the Cloverdale Road bridge several years ago resulting in the replacement of that bridge. However, the panels on the roadway below had not been replaced. Performing a major traffic closure to repair these panels had been difficult to achieve for the maintenance group. By coordinating the repairs with work on Ridenbaugh, D3 maintenance was able to concentrate on repair of the panels and only needed to extend the traffic control a bit further. Repairs were completed using ITD staff within the time window of Ridenbaugh repair work. ITD Maintenance was appreciative and the contractor was glad to provide a great service which didn't require significant extra work on their part.

Overcoming Extraordinary Challenge (1,000 characters or less):

The largest hurdle for the project was to keep the roadway open during the busiest traffic times. For the Ridenbaugh canal bridge, if even one of the 4 lanes in either direction was left closed on any given day of the week during peak hours, traffic delays would have been significant. The design/construction team worked to break the labor into small enough time periods to complete each within evening hours. A relatively new product, HCSC (Hybrid Composite Synthetic Concrete), produced by Kwik Bond Polymers, claimed to have quick cure times in conjunction with fast curing. Both milling of the deck and deep spall repairs were required. One weakness of HCSC is that it requires a completely dry deck surface to adhere to while milling of deck surface often requires water to prolong the diamond blades. With the Contractor's help the work breakdown was refined during construction ensuring that the traffic was not further impacted and the installation requirements of the HCSC were met.

Effective Contract Administration (1,000 characters or less):

Communication between all parties flowed well. No claims were made by the Contractor. Nine change orders were executed for a total of \$100,000 or 3% of the project budget. The project would have remained within the project budget, however, the added work to replace the damaged concrete panels with HCSC as well as several overruns on traffic control items due to the Contractor's accelerated work schedule pushed the project cost slightly over the allocated funds and a slight increase was required of approximately \$20,000.00 or 1% of the budget.

Timely Completion of Project (1,000 characters or less):

Work progressed very smoothly and, even though the contractor began work several weeks after the "required to start" time, substantial completion of the project was reached just within the contract time and no liquidated damages were charged. In essence, the amount to time the contractor spent working on the roadway impacting traffic was several weeks shorter than initial engineer's estimates.

ITD Applicant or Local Agency Contact Name

ITD or Local Agency Applicant Signature

Contractor Applicant Signature

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ITD/AGC Annual Excellence in Construction Partnering Awards - 2022 Nomination Form -

Contract Number/Route/Milepost 8725, I-86, MP 35.9 to 58.4	Construction Engineer: Zakary Johnson	
Project Name: I-86, FY22 D5 Pavement Preservation, Power County	Date Project Started: August 1, 2022	
Contractor Name: Geneva Rock	Date Project Completed if applicable: N/A	
Email: Zak.johnson@itd.idaho.gov	Phone #: 208-239-3363	

	Contractor Name: Geneva Rock	Date Project Completed if applicable: N/A
	Email: Zak.johnson@itd.idaho.gov	Phone #: 208-239-3363
1.	Did the Contractor/ITD team participate in a P	artnership Workshop or informal partnering?
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2.	Category of Award (select one):	
St	ate Highway Projects (select size):	
	Projects less than \$1 million	
Ø	Projects \$1 million - \$5 million	
	Projects \$5 million - \$10 million	
	Projects greater than \$10 million	
Lo	ocal Road Projects (select size):	
	Projects less than \$3 million	
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3.	Application:	
-	ease provide an overview of the project explaining so withe project achieved each of the following six crits	cope of work, cost, and schedule. Please also provide examples

of

- (1) Safety First
- (2) Customer-Focused Results
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Project Overview (5,000 characters or less):

The project consisted of a Micro-surfacing on I-86 EB and WB from MP 35.9 to MP 58.4. A part of the project consisted of rut filling in areas where the existing pavement was experiencing 0.3' to 0.4' ruts in the travel lane. There was also a portion of the project that was on the Shoshone Bannock Tribal land. The contractor had to work with TERO to make sure they were following Tribal guidelines.

The Micro-surfacing was from fog line to fog line. There was over 14,000 Tons of Micro-surfacing placed on the interstate which covered 90 lane miles of interstate. The shoulders were fog coated and the whole job was re-striped.

Geneva Rock had to coordinate their Micro-surfacing operation with the bridge work that was also going on in the work zone. They had to make sure they were not in the way of each other while sticking to a tight schedule.

Safety First (1,000 characters or less):

Geneva Rock made sure Safety was a top priority for their crew and for the traveling public. They wanted to make sure the traveling public made it through the work zone safely as well as there laborers making it home safely. They had a daily safety meeting before any work commenced and if there was an issue the previous day, they would work as a team to fix it. They were diligent at keeping the traffic control in order and if there was any issue with a sign or cone, they would immediately go fix it.

Customer-Focused Results (1,000 characters or less):

They wanted to make sure that the road road as smoothly as possible. In areas that the rutting was worse than anticipated, they called ITD out to look at the area and come up with a plan to fix the problem before any work commenced. They would present a plan to ITD when called out and made sure we were good with the idea, even if it was more work for their crew. Their foreman on-site was always checking the finished product and took pride in making the road ride smooth.

Geneva Rock also worked with ITD to fix areas on a previous Micro-surfacing that were starting to detach and pothole. After the main contract work was done, they pulled their crew for two days to get nine patches fixed on I-15 prior to the winter season coming and the possibility of these areas getting worse.

Innovative Problem Solving (1,000 characters or less):

ITD and Geneva Rock came up with an innovative solution to reduce the amount of paint used on the project. With the other contractor performing bridge work in a crossover configuration, we coordinated with the striping company and developed a plan to not duplicate work. This saved the project a significant amount of money and time and allow the traveling public to be in a normal configuration earlier than anticipated.

Overcoming Extraordinary Challenge (1,000 characters or less):

There was a great challenge of coordinating between two different contractors. We had to make sure traffic control was not conflicting along with work activities not conflicting. Geneva Rock worked around the tight schedule of the bridge contractor and was able to create a plan to make both projects schedules work. They were able to help shift traffic control around when needed and keep the public safe through both work zones and not confused.

They went out of their way to make this happen which included pushing their crew to complete sections faster than originally anticipated to help the other contractor keep their schedule.

Effective Contract Administration (1,000 characters or less):

Geneva Rock's project manager work closely with ITD's project manager to make sure all contract items were accounted for. If there were any discrepancies, he quickly let ITD know what those were and worked closely with the PM to solve the problem. He made sure to let ITD know if there were gonna be any overruns or under runs on contract items. He also work closely with ITD's project manager to put together and finalize a change order to complete patching on damaged sections of I-15.

Timely Completion of Project (1,000 characters or less):

Geneva Rock Had till September 15th to complete the project. They made sure that they got started early enough to clean all the work necessary. They worked five days a week and sometimes six to get the project done prior to the contract completion date. In ITD's eyes, they did a phenomenal job limiting their time on the road and impact to the traveling public. They Had to do all of this while coordinating with the contractor that was in the area and work around there schedule

ITD Applicant or Local Agency Contact Name				
TD or Local Agency Ap	olicant Signature			
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Contract Number/Route/Milepost:	Construction Engineer:
8653/US-95/M.P. 112.556	Shayna Sutton & Styles Salek
Project Name:	Date Project Started:
US-95, PINE CR (CAMBRIDGE) BRIDGE	4/8/21
Contractor Name: Knife River Corporation - Mountain West	Date Project Completed if applicable: 12/3/21 (Substantially)
Email:	Phone #:
styles.salek@itd.idaho.gov	208-459-7420

	Email: styles.salek@itd.idaho.gov	Phone #: 208-459-7420			
1.	Did the Contractor/ITD team participate in a Partnership Workshop or informal partnering? Y N N				
2.	2. Category of Award (select one):				
Sta	State Highway Projects (select size):				
	Projects less than \$1 million				
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Project Overview (5,000 characters or less):

Knife River and District 3 D/C Group 3 project staff partnered to complete a \$2.7 million bridge replacement project on US-95 just south of Cambridge, Idaho. The project included the construction of a 106' span concrete girder bridge over Pine Creek and the reconstruction and realignment of 1650' of roadway approaches. The project also involved some fairly extensive stream alteration and realignment work of Pine Creek to improved the flow geometry beneath the structure in order to reduce scour potential. The project started in April of 2021 and was substantially completed in December of 2021.

Safety First (1,000 characters or less):

Throughout the project duration from April-December 2021, no traffic incidents or construction staff injuries were reported. This was attributed to the safety culture adopted by the project team. Traffic control and safety topics were a main subject of discussion at weekly meetings. Inspectors and traffic control staff worked diligently to ensure traffic control was always in order and items corrected as needed.

Customer-Focused Results (1,000 characters or less):

US-95 is a major north-south corridor for the State of Idaho without any nearby alternate routes. That is why it was all the more important to minimize traffic delays so that we could maintain a high level of mobility for commuters, recreators, and commercial traffic. Delays are inherent with most work zones, but Knife River and the Department were able to identify a solution to reduce that wait time at the temporary traffic signal that controlled two-way traffic through the 1750' one lane work zone. It is common practice for temporary traffic signals to have cycle lengths with extended all-red clearance intervals to ensure bicyclists have enough time to clear the work zone safely, however, this leads to extended delay times for motorists when bicyclists aren't present. So in order to mitigate for this, KR and the Department installed a bicycle push button that only extended the clearance time if in fact a bicycle was present. Furthermore, a wait time indicator was place atop the temporary traffic signals to reduce drive frustration and anxiety related to not knowing how much longer their wait time would be. This innovation saved road users and estimated \$405 during peak traffic hours.

Innovative Problem Solving (1,000 characters or less):

The project site offered a narrow right-of-way, which included minimal opportunities for lay down and staging of materials for a project of this size. The project Team worked collaboratively to secure adequate space from adjacent land owners to accommodate the projects needs. Upon completion, the lands were restored to the full satisfaction of their owners, further enhancing reputations for professionalism and courtesy of both the department and the contractor.

Overcoming Extraordinary Challenge (1,000 characters or less):

During the course of abutment backfill work, the project team was faced with a challenge to identify an appropriate density standard to compare to backfill compaction effort. The project required that the contractor achieve a backfill density of 95% of the theoretical maximum density of the material. Typically, one density standard is established for a material that is uniform and this is compared to the density tests in the field. Through the course of density testing it became apparent that the composition of the backfill material was highly variable and no single density standard could be used to verify the appropriate density was being achieved. Faced with this issue, both the contractor and the Department put forth considerable effort to establish a spectrum of density standards to account for the variable nature of the material and its variable theoretical maximum densities. Instead of the contractor and Department trying to blame the other for this issue, we chose work together and come up with a solution in order to keep the project progressing.

Effective Contract Administration (1,000 characters or less):

Knife River and the Department were able to effectively administer the contract and maintain a good working relationship despite a major setback towards the end of the project. Knife River's project manager had to step away from the project unexpectedly with only two months of contract time remaining while the project was in a sprint to complete on time. While this could have devastated the project's hope for a timely completion, Knife River was able to rise to the challenge and delegate a new project manager without any prior experience on the project and still complete the remaining work on time. This would not have been possible if it not for the exceptional coordination and partnering efforts between the Department and Knife River's new project manager. With the help of the Department's staff, the new PM was able to become familiar with projects needs and see it to completion.

Timely Completion of Project (1,000 characters or less):

The project was constructed in two phases, building half the bridge and roadway at a time while maintaining one way traffic. The desire was to be able to complete the entire project within one construction season, which put the second phase of bridge and roadway construction late into the 2021. It was apparent that weather would need to cooperate in order for the last work items to wrap up. Knife River had been plagued by a delay in the delivery of metal pan decking material needed to pour the bridge deck. Due to this, the project was at risk of getting pushed into the next construction season if bridge construction and HMA paving got pushed too late into the season. Project staff were prepared to see the project get delayed into the next construction season. Fortunately, Knife River stayed the course and worked on task out of sequence to complete the bridge structure in a timely manner which allowed them able to schedule the final placement of HMA paving in mid-November.

Caleb Lakey, District 3 Administrator

ITD Applicant or Local Agency Contact Name					
Nestor	Digitally signed by Nestor Fernandez Date: 2022.11.04	For			
	Asset 1				

ITD or Local Agency Applicant Signature

Contractor Applicant Signature

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Contract Number/Route/Milepost: 20218	Construction Engineer: Cole Mosman
Project Name:	Date Project Started:
FY21 D1 Bridge Repairs	Spring 2022
Contractor Name:	Date Project Completed if applicable:
CL Heilman	Fall 2022
Email: cole.mosman@itd.idaho.gov	Phone #: 208-772-1257

	CL Heilman	Fall 2022
		Phone #:
	cole.mosman@itd.idaho.gov	208-772-1257
	Did the Contractor/ITD team participate in a Partner Y \square N \square	ship Workshop or informal partnering?
2.	Category of Award (select one):	
Sta	ate Highway Projects (select size):	
	Projects less than \$1 million	
	Projects \$1 million - \$5 million	
	Projects \$5 million - \$10 million	
	Projects greater than \$10 million	
Lo	cal Road Projects (select size):	
	Projects less than \$3 million	
	Projects greater than \$3 million	

3. Application:

Please provide an overview of the project explaining scope of work, cost, and schedule. Please also provide examples of how the project achieved each of the following six criteria:

- (1) Safety First
- (2) Customer-Focused Results
- (3) Innovative Problem Solving
- (4) Overcoming Extraordinary Challenge
- (5) Effective Contract Administration
- (6) Timely Completion of Project

Project Overview (5,000 characters or less):

This project was bid originally as a series of 12 bridges that included various rehabilitation work. The full scope had 4 bridges receive a concrete overlay, Potlatch Hill Road bridge on I-90, Timothy Lane bridge on I-90, Tamarack Road bridge over I-90 and Hilltop Road bridge over I-90. The other bridges, US-95 over Spokane River, I-90 Blue Creek Bay Road, 4th of July Summit IC over I-90, SH-3, Rose Lake IC over I-90, and Cataldo Mission Road over I-90 received epoxy overlays. Other rehabilitation methods on multiple bridges such as joint replacement (strip seal, asphaltic plug, and expansion), painting of structural steel, patch and repair of concrete, epoxy injection to repair cracks, and concrete waterproofing were also included.

This project had an original contract time of 67 working days starting in spring of 2021. The original contractor completed only 52% of the contract by November of 2021, and legal proceedings ensued to tender the contract to a new contractor to complete the second half of the project in 2022.

During the winter of 2021 and 2022, ITD worked with the surety of the original contractor and a subcontractor, CL Heilman, who stepped up and would take over the remainder of the contract as the prime contractor. In spring of 2022, a new contract was drafted up by ITD headquarters, an agreement was struck between ITD and CL Heilman with adjusted bid prices, contract time and project scope.

Work commenced in late spring of 2022 by CL Heilman, which included 2 concrete overlays, as well as work on 3 other bridges, 15th Street on I-90, Sherman Ave on I-90 and Hilltop Road over I-90. As an added element of complexity, a girder on the Hilltop bridge was struck in June of 2022, requiring a full replacement. Heilman took on this large amount of emergency work on short notice.

Safety First (1,000 characters or less):

Though first year work on the concrete overlays for Potlatch Hill and Timothy Lane bridges were using a one lane for traffic and one lane for construction activities configuration for both bounds Heilman requested to use a crossover for both bridges to increase worker safety while still keeping adequate traffic flow through the workzones. These crossovers were used to great effectiveness and no major incidents happened during the work.

The emergency repair of the Hilltop structure caused ITD to have to react quickly to eliminate any potential danger to the public. It was determined almost immediately after the incident that the bridge was unsafe for travel. The bridge was closed of for as short of time as possible before CL Heilman could get in after receiving repair details from ITD Bridge. The crossover configuration was also used on the Hilltop structure in order to protect the traveling public during the girder repair. The main extent of the damage occurred over the fast lane of eastbound I-90 and a crossover was the only feasible way for crews to get in an repair the bridge, while keeping drivers as safe as possible and away from any dangers posed.

Customer-Focused Results (1,000 characters or less):

CL Heilman has provided excellent work for ITD in the past and this project was even more critical to deliver on time. Being that this project was originally supposed to be a one year project, and with significant work left to be done, an organized schedule was essential to completing the rest of the contract in a timely manner. Several of the bridges with work left to do were in very high traffic areas near Coeur d'Alene, and an efficient traffic control work zone was of the utmost importance during the summer rush.

As a secondary concern, the Hilltop bridge that was damaged caused the entire bridge to have to be shut down for safety reasons. This had a noticeable impact on the traveling public in the area as well as emergency vehicles who required use during peak fire season. Repairing this bridge was time sensitive and required coordination between multiple entities in order to hit critical dates for repairing and re-opening the bridge.

Innovative Problem Solving (1,000 characters or less):

A unique situation on the US-95 Spokane River bridge posed a problem for replacement of the structural rail along both sides of the bridge. The paint on the posts and rails tested high for lead content and had to be treated as hazardous waste if any was disturbed. In order to eliminate having to sand blast posts in the field and contain the hazardous media, CL Heilman opted to cut off the posts completely and presented a custom moving scaffolding system to catch any material that should come off the bridge as well as providing a safe and mobile operation for workers. This system would allow them to increase the efficiency of the operation thus cutting down on time spent affecting the traveling public.

In June of 2022 when the Hilltop structure was damaged, ITD district and bridge personnel were scrambling to find a solution to get the repair done fast. ITD and CL Heilman collaborated to agree for CL Heilman to take point along with the help of Knife River Precast to fix the bridge. A schedule was created to minimize impacts on other areas of the project that Heilman had left to do, ensuring adequate crews would be able to complete all parts of the project on time.

Overcoming Extraordinary Challenge (1,000 characters or less):

Challenges were abound in the project, beginning with the tender of the original contract. After the first season of construction, ITD determined that the original contractor was unfit to complete the rest of the work, and the process was initiated to begin the tender process. ITD created a new contract with the second lowest bidder on the project, CL Heilman, and an agreement was reached for them to complete the remaining work under conditions set forth by ITD in the new contract. Since this was originally a single year job, ITD was under pressure to complete the work as quickly as possible. CL Heilman got to work right away and made astounding progress in shorter amounts of time on similar tasks compared to the first year of construction.

Possibly the largest challenge faced by both parties was the damage sustained by the Hilltop structure. The extent was extreme enough that ITD bridge deemed it unsafe for travel and was subsequently shut down to the public. Making quick decisions, ITD district personnel worked with ITD's bridge section to create repair details as quick as possible. CL Heilman agreed to take on this work, which required flexibility with both CL Heilman's personnel as well as inspection staff from consultant David Evans and Associates. Once repairs commenced, work to complete the repair of the girder took about one month.

Effective Contract Administration (1,000 characters or less):

Duties above and beyond normal contract administration were required of both ITD and consultant staff in order to keep the project moving due to the unorthodox nature of the new contract. The winter of 2021-2022 required collaboration from ITD district personnel and staff from David Evans and Associates to compile information to present the case that the original contract needed to be tendered to CL Heilman. ITD and DEA worked together to move the project forward in the transition time between contractors.

Once the contract was turned over to CL Heilman, a significant amount of work was left to be done on the administrative side with several change orders lined up immediately upon spring 2022 construction kick off. The new contract had to be adapted to fit current conditions which included inflated prices on materials, mistakes from the first year of construction that had to be corrected, and the added work from the emergency bridge repair. CL Heilman communicated needs and fair pricing effectively to ITD and DEA and changes were made accordingly to keep construction moving.

Timely Completion of Project (1,000 characters or less):

Under the terms of the new contract, CL Heilman agreed to a completion date contract, with different dates for several parts of the project. The largest and most time consuming parts of the project, the concrete overlays on Potlatch Hill Road bridge and Timothy Lane bridge were both finished ahead of Heilman's baseline schedule and before the completion date set by ITD. Even more impressively, only 14 days was needed to be added to the contract for the emergency repair on the Hilltop structure, even though total work time to complete the emergency repair was just over one month. CL Heilman worked with high efficiency to hit dates set forth by ITD in the tendered contract.

ITD Applicant or Local Agency Contact Name

Cole Mosman ITD or Local Agency Applicant Signature

James Heilman

Digitally signed by James Heilman Date: 2022.11.18 07:18:56 -08'00'

Contractor Applicant Signature

A valid application package should include a completed and submitted nomination form, 3-5 photos emailed to ITDCommunication@itd.idaho.gov with contract number and project name in the subject line, all received by **November 4, 2022.**

Please contact ITDCommunication@itd.idaho.gov with application questions

Clear Form

Submit Form











ITD/AGC Annual Excellence in Construction Partnering Awards - 2022 Nomination Form -

Contract Number/Route/Milepost:	Construction Engineer:
8705 / US-93 / 49.45 - 50.036	Seth Helms
Project Name:	Date Project Started:
US-93, BLUE LAKES BLVD; POLELINE RD TO PERRINE BR	5/02/2022
Contractor Name: Idaho Materials and Construction	Date Project Completed if applicable: 9/30/2022
Email:	Phone #:
seth.helms@itd.idaho.gov	208-886-7816

	Idano Materials and Construction	9/30/2022			
	Email: seth.helms@itd.idaho.gov	Phone #: 208-886-7816			
1. Did the Contractor/ITD team participate in a Partnership Workshop or informal partnering? Y□ N□					
2.	Category of Award (select one):				
St	ate Highway Projects (select size):				
	Projects less than \$1 million				
	Projects \$1 million - \$5 million				
	Projects \$5 million - \$10 million				
	Projects greater than \$10 million				
Lo	ocal Road Projects (select size):				
	Projects less than \$3 million				
	Projects greater than \$3 million				
Ρl	Application: ease provide an overview of the project explaining scope of the project achieved each of the following six criteria:	of work, cost, and schedule. Please also provide examples o			
•) Safety First				
(2	Customer-Focused Results				

- (3) Innovative Problem Solving
- (4) Overcoming Extraordinary Challenge
- (5) Effective Contract Administration
- (6) Timely Completion of Project

Project Overview (5,000 characters or less):

Staker & Parson Companies DBA Idaho Materials & Construction was awarded the contract for project A019(960) in October 2021. This project consisted of milling and inlaying US-93 (Blue Lakes Blvd) from Poleline Road intersection to Perrine Br. MP 49.44 to 50.036. This small section of US-93, is the main arterial into the City of Twin Falls from I-84 to the North. This roadway had seen increasing traffic volumes and heavier truck traffic in recent years and was needing to be replaced.

This contract is about \$2.7 Million and was given 45 days to complete. Work started with drilling and pouring signal bases at the intersections of Blue Lakes and Fillmore/ Bridgeview in March 2022 before roadwork started to alleviate congestion at this intersection. Road construction started middle of June 2022 and finished entire roadway by end of July.

An effective schedule and efficient time management were very crucial for this project because of the volumes of traffic that needed to keep moving daily through this section of US-93. Day time work was limited to only night time work as to not impact traffic. During any lane closures, two lanes of traffic were kept open. Lane closures and timeframes were adjusted due to traffic flow.

ITD and IMC reached out to the adjoining stakeholders multiple times sometimes on a daily bases. Traveling public was notified early and often of any impacts they might have in the course of the project. The project ran into many unknowns including: shallow utilities, deep voids under the asphalt, broken utility vault lids, and an accident damaging a newly placed signal foundation. During entire project, ITD and IMC communicated about issues that arose. Frequent discussions on best course of action to take to fix the issues were conducted onsite, documented and communicated between ITD and IMC. Problems and logistics were solved quickly, eliminating need for traveling public and stakeholders to be impacted further.

ITD and IMC worked hand in hand together to quickly solve issues as they arose. While the majority of the work happened during the night, a lot of decisions and actions had to be taken care of ASAP so the roadway could be opened back up the next morning to ensure the traveling public could travel safely and with little interruption.

Safety First (1,000 characters or less):

ITD's and IMC's overall goal of the project was the safety of the traveling public. Due to the overwhelming traffic usage during the day, and the lack of available alternate routes, night work was the only option. This does present an issue when it comes to Work Zone safety. All employees of the state as well as IMC had to take extra precautions when working in dead lanes. Proper protective equipment with illumination was needed to keep crews safe. During peak working hours (at night) traffic signal lights were changed to keep traffic aware and provide protection for crews working. Daily safety meetings were held daily prior to construction to help address issues that arose.

As this section of US-93 (Blue Lakes) is the primary route into and out of Twin Falls, continuous communication with city and state emergency services were key as this ensured that emergency response crews could get through the project without delay.

Customer-Focused Results (1,000 characters or less):

Public outreach was a big help for this project. Before the project started, a public information meeting was held to inform the public and stakeholders of impacts. Representatives from ITD personally visited each business and handed out project information flyers.

ITD and IMC worked daily with Woodbury Group who manages the Magic Valley mall adjacent to the project. ITD and IMC often met up with representatives of the Woodbury Group, on site, to resolve any concerns about project impacts.

Every effort was made on Blue Lakes were to minimize delays and congestion to traffic through the project. During construction hours, one lane in each direction remained open, and two lanes each direction remained opened during peak hours of the day time.

Keeping multiple access points into businesses open during the day was a challenge. Every morning by 6AM, ITD and IMC updated the local businesses on which accesses were open and which needed to remain closed for the day for continued work that night.

Innovative Problem Solving (1,000 characters or less):

The location of the project is right at the entrance to the City of Twin Falls. 35,000 vehicles pass through this project on a daily basis. Because of the location of the project and the numbers of vehicles passing through, the project had the potential of becoming highly congested quickly. We determined that our normal public outreach procedures needed to be changed. The progress of the project was fluid so it was determined that daily communication with adjacent stakeholders was the key. Every morning by 6AM, ITD and IMC updated the local businesses on which accesses were open and which needed to remain closed for the day for continued work that night.

Overcoming Extraordinary Challenge (1,000 characters or less):

This project was packed with extraordinary challenges. The first night of work, we found a 2 foot difference in lane width between the plans and what was actually on the road. That night about midnight, we decided reconstruct the actual lane width not what was found in the plans. We knew that by making this decision it would impact traffic, but the base issues would be fixed and we wouldn't need to worry about it in the future.

Even though utilities were marked out, some of them were very shallow and IMC had to be very careful working around them. A couple of utilities were eventually hit, but with coordination with Utility companies and between ITD and IMC, these were fixed so no further issues would happen. In the past, unknown to anyone, a void under the asphalt was created by a boring operation. The old asphalt had bridged over it. After milling the old asphalt and new asphalt placed and compacted, the next day a sink hole developed with traffic running over it. Immediate communication between ITD and IMC led to the lane being closed to traffic and the issue explored. IMC's quick action to investigate and fix the issue then fill in the void with base material allowed for traffic back in lane the following morning. Another major issue was due to an accident involving a newly poured signal pole base. A car was hit from behind by a truck and was pushed up onto the new signal base. The bolts were badly bent and could not be straightened out. Quick resolution of ITD to relocate the location of signal base and IMC's dedication to get this issue resolved saved time to the traveling public.

With constant communication between ITD and IMC, these extraordinary challenges were overcome.

Effective	Contract	Administra	tion (1,000	characters	or less):			
ITD and	IMC wor	ked very	closely to	ensure the	contract was	administered	effectively.	Change Or
						ITD . IIMA	4	

ITD and IMC worked very closely to ensure the contract was administered effectively. Change Orders were decided in the field with written communication between ITD and IMC to ensure it was documented quickly. Communication daily between ITD and IMC gave the ability for testing requirements to be documented, tracked, kept up to date, and completed.

Timely Completion of Project (1,000 characters or less):

To avoid time delays, work on the new traffic light bases started before the main project work started. This allowed for concrete breaks and strength to be achieved prior to end of project. Though every effort is made to eliminate delays, supply chain issues and weather play a major role in completion. Constant communications between ITD and Idaho Materials and Construction aided in timely completion of the project.

During part of the project, work was accelerated to reduce impacts to traveling public. This accelerated work helped keep the project on schedule.



Digitally signed by Jesse Barrus Date: 2022.11.09 17:01:49 -



Digitally signed by Seth Helms
DN: C=US, E=Seth helms@iddiddho.gov, O='ITD, District 4*, OU=Twin Falls Resident Engineer, CN=Seth Helms
Reason: I am approving this document
Date: 2022.11.09 14.08:19-0700'

ITD Applicant or Local Agency Contact Name ITD or Local Agency Applicant Signature

Jamie Gray

Digitally signed by Jamie Gray
DN: C=US, E=jamie gray @idahomaterials.com, O=Idaho Materials & Constuction, CN=Jamie Gray
Date: 2022-11.09 15:50-46-700'

Contractor Applicant Signature

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